

Bushwood Road
SM-909
St. Mary's County
Bushwood vicinity
17th century
Public

Located near the western border of St. Mary's County, Bushwood Road extends 1.9 miles southwest from State Route 238 (Maddox Road) to Bushwood Cove on the Wicomico River. The road traverses a wide peninsula and passes from an upland area near its intersection with Route 238 to the waterfront at Bushwood Cove. Over its course the road descends gradually and incorporates several gentle curves. The roadway consists of a 16- to 20-foot-wide paved route with one lane in each direction. Bushwood Road passes through a historic setting that includes a late-19th century crossroads community now known as Bushwood, a mid-19th century farm, and near its terminus, an intact early 18th century house. Other historic architectural resources visible from the road include a small grouping of 20th century wharf-related buildings at the road's terminus.

Bushwood Road illustrates the importance of wharves and wharf roads to commerce and transportation in St. Mary's County from the 17th century through the early 20th century. In the 17th and 18th centuries, the road served as a route for local farmers to reach the plantation wharf at Bushwood, where they could buy and sell goods and labor. During the 19th and early 20th centuries, it provided access to Plowden's Wharf, the location of a steamboat landing by the late 19th century. The presence of the steamboat landing led to improvements to Bushwood Road and the expansion of the road network leading to the maritime and commercial establishments at Plowden's Wharf. After regular steamboat service ceased in 1932, traffic along the road declined.

Bushwood Road and its setting also reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County from the 18th through the 20th century. Ocean Hall and Blair's Purchase illustrate early domestic architecture and settlement patterns, while the rural landscape evokes the county's agricultural history. At the western terminus of the road, several buildings remain to illustrate the wharf-related community that existed there in the late 19th and early 20th centuries. The collection of historic structures at the intersection with Maddox Road illustrates the development of the inland community of Bushwood during the early 20th century.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-909

1. Name of Property (indicate preferred name)

historic Bushwood Road (preferred)

other County Route 30095

2. Location

street and number Election District No. 7, Runs SW from Maddox Road (Route 238) to Wicomico River ☐ not for publication

city, town Bushwood ☒ vicinity

county St. Mary's County

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	0	0 buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	0	0 sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	1	0 structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	0	0 objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	1	0 Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				0	

7. Description

Inventory No. SM-909

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Located near the western border of St. Mary's County, Bushwood Road extends 1.9 miles southwest from State Route 238 (Maddox Road) to Bushwood Cove on the Wicomico River. The road traverses a wide peninsula and passes from an upland area near its intersection with Route 238 to the waterfront at Bushwood Cove. Over its course the road descends gradually and incorporates several gentle curves. The roadway consists of a 16- to 20-foot-wide paved route with one lane in each direction. Bushwood Road passes through a historic setting that includes a late-19th century crossroads community now known as Bushwood, a mid-19th century farm, and near its terminus, an intact early 18th century house. Other historic architectural resources visible from the road include a small grouping of 20th century wharf-related buildings at the road's terminus.

Location

Located approximately eight miles west of Leonardtown in the county's Seventh Election District, Bushwood Road extends approximately 1.9 miles southwest from its start point at State Route 238 (Maddox Road) to its end point at Bushwood Wharf, which is located in Bushwood Cove on the Wicomico River. The road intersects Bushwood Wharf Road three-tenths of a mile before reaching Bushwood Wharf, where it becomes State Route 239. Bushwood Road runs southwest, descending from the upland section of a wide peninsula that is bound on the west by the Wicomico River, on the east by St. Clements Bay, and on the south by the Potomac River, to the low-lying flood plain that borders the eastern shore of the Wicomico River.

Detailed Description

The Roadway

The road responds to natural features such as tributaries and elevation changes with significant dips and three semi-sharp curves. The highest point of the road is at its intersection with Maddox Road, but, at approximately mile 0.15, it curves and drops. The road continues to descend for approximately one mile before it hits the lowland that precedes Bushwood Cove, where it levels out for the remaining leg.

Bushwood Road is an asphalt-paved, local route that varies from 16 to 20 feet wide. The travel way contains two lanes – one in each direction – that are divided by a yellow painted, double line. Though its edges have eroded in some areas, the roadway is paved in asphalt and is in generally good condition throughout its length. It features a low pitched crown and narrow, grassy shoulders along both sides until it intersects with Bushwood Wharf Road, then both sides become sandy shoulders. The road's horizontal alignment predominately consists of straightaways, with occasional directional changes. Its vertical alignment consists of a series of elevation drops from Route 239 (elevation: 104 feet) to the lowland where it levels off at approximately 3 feet above sea level. The road runs mostly at grade, except where the hilly surrounding landscape has been cut and banked along the side of the road.

The road consists of two major descents, accounting for most of the elevation change, and three major directional shifts, accounting for its tributaries. The first descent occurs less than one-tenth mile southwest of the intersection with Maddox Road. The drop in the roadway is the result of a significant elevation change and leads almost immediately to a shift in the direction of the road where it traverses a stream. This curve is also the location of the entrance to J. Julius Johnson Road, a sand and gravel road that extends to the south. Within 0.15 miles, the road rises slightly and then passes through a hilly section leading to another curve and its final descent. The final descent in the road provides a view downward into a section of low lying, coastal land. The final curve in the road occurs at mile 1.1, after which the road runs straight and at grade until its meeting with Bushwood Wharf Road. The road terminates at a sand and gravel parking lot on the Wicomico River.

The roadway crosses two tributaries that run south to White's Neck Creek. The first is located just west of the first curve, and the second passes through a concrete culvert beneath the road approximately one-tenth of a mile from the road's terminus where marshland flanks the road.

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Name: Bushwood Road
Continuation Sheet

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The Right-of-Way

Informal narrow, grass or sand shoulders appear on both sides of Bushwood Road's right-of-way, while shallow swales provide basic drainage to the road and adjacent land. Several traffic signs including speed limit and warning signs appear within the right-of-way. These consist of standard reflective metal signs mounted to square wood or metal posts. Private property owners have posted a variety of property identification signs that include names and addresses of their properties. These are typically painted wooden signs in a variety of shapes and sizes. Also, a wood sign appears at the road's terminus marking Robert E. Pogue Memorial Park.

Electric and telephone utility lines are strung on poles that stand within the right-of-way. The lines are carried on standard pine poles that predominately run along the north side of the road, and then run along both sides of the road near the lower one third of the route. The only lighting that exists along the road is at the Robert E. Pogue Memorial Park, where overhanging lights are attached to wood poles.

At the road's terminus is a parking area for the park, boat ramp, and pier; from it, there is an extensive view of Bushwood Cove and the Wicomico River beyond.

The Setting

Bushwood Road traverses a rural area of northwestern St. Mary's County. It extends through a landscape dominated by agricultural and residential land uses. It terminates at Bushwood Cove, where a public park with a boat ramp, a pier, a gravel parking area, a restaurant, and a small store sit adjacent to the water. The majority of structures along the road consist of early to mid-20th-century residences, most of which are one-story and adjacent to the road. There are also several clusters of agricultural buildings, including barns and other outbuildings set back from the road. Shallow tree lines that commonly include both deciduous and evergreen trees, divide the grassy fields on either side of the road. The route passes through marshland that is characterized by marsh grasses at its terminus. Wood post and rail fences exist intermittently along the road, separating the individual properties and acting as boundaries along the roadside. The terminus of the road provides extensive views of the cove and the Wicomico River.

Several properties previously recorded and included on the Maryland Inventory of Historic Properties (MIHP) stand along Bushwood Road. Ocean Hall (MIHP# SM-111) is listed as both an architectural and an archeological site in the Maryland Inventory of Historic Places (MIHP), and is also listed on the National Register of Historic Places. Also known as Bushwood Lodge, Ocean Hall is located just east of the Bushwood Cove shoreline, on the south side of the road. The 1.5-story, brick house has a wide, overhanging, wraparound porch and sits on a landscaped lot that is surrounded by a wood post-and-rail fence. The house has been dated to 1703 through the use of dendrochronology.¹

The Dean House (MIHP# SM-650) is located at 22455 Bushwood Road. Constructed circa 1910 by John J. Dean, the frame house sits on the north side of the road, just east of where it meets Bushwood Wharf Road. Historically, the land was part of the larger Chickahominy (MIHP# SM-216) estate, the circa 1905 manor house that still stands north of Bushwood Road on the Wicomico River. Chickahominy is not visible from Bushwood Road.

Blair's Purchase (MIHP# SM-125) also lies along Bushwood Road. The property sits south of the road, and is accessed from the northwest by Ignatius E. Mattingly Lane and from the northeast by J. Julius Johnson Lane. In 1831, William Blair purchased the property from William Plowden and erected a house and multiple outbuildings, including a slave quarters (MIHP# SM-125A). The

¹ H.J. Heikkenen, Dendrochronology Report Files: "Ocean Hall," Department of Architectural Research, Colonial Williamsburg Foundation, Williamsburg, Virginia.

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house was heavily renovated in the 1920s and took on the appearance of a "four square," a form that was popular during the early 20th century. The house and a series of outbuildings sit on a hill and are clearly visible from the road.

Near the intersection of Bushwood Road and Maddox Road (Route 238), there are three associated properties previously recorded and included on the Maryland Inventory of Historic Properties (MIHP). The first is the Bushwood Post Office (MIHP# SM-608), built by Richard Carol Ellis in 1907 to serve as his house and a mail depot. The two-story, frame structure sits adjacent to Bushwood Road, on the north side. Across Bushwood Road, and just to the west, stands the Ellis Grist Mill (MIHP# SM-609). Richard Ellis constructed the steam powered mill circa 1910 to serve inland farmers. Finally, circa 1940, Ellis constructed the two-story, frame house that is located west of the mill, at the first curve in the road. Known as the Ellis-Butler Tenant House (MIHP# SM-610), it was occupied by Aloysius Butler, an African American day laborer, and his wife Grace. All three structures are situated close to the road and are clearly visible.

Other undocumented, but historic buildings along Bushwood Road include the group of wharf-related buildings located at its terminus. These structures include a restaurant and store as well as a private residence. There are also several early and mid-20th century residences on the lower half of the road that have yet to be surveyed.

Non-historic construction includes a hilltop residential subdivision located on the north side of the road, just west of the Ellis Tenant House (MIHP# SM-610). This subdivision, which is set back from the road and not intrusive, is comprised of several 2-story houses.

8. Significance

Inventory No. SM-909

Period	Areas of Significance	Check and justify below		
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input checked="" type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 17th through 20th centuries **Architect/Builder** unknown

Construction dates 17th century with 19th & 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Bushwood Road illustrates the importance of wharves and wharf roads to commerce and transportation in St. Mary's County from the 17th century through the early 20th century. In the 17th and 18th centuries, the road served as a route for local farmers to reach the plantation wharf at Bushwood, where they could buy and sell goods and labor. During the 19th and early 20th centuries, it provided access to Plowden's Wharf, the location of a steamboat landing by the late 19th century. The presence of the steamboat landing led to improvements to Bushwood Road and the expansion of the road network leading to the maritime and commercial establishments at Plowden's Wharf. After regular steamboat service ceased in 1932, traffic along the road declined.

Bushwood Road and its setting also reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County from the 18th through the 20th century. Ocean Hall and Blair's Purchase illustrate early domestic architecture and settlement patterns, while the rural landscape evokes the county's agricultural history. At the western terminus of the road, several buildings remain to illustrate the wharf-related community that existed there in the late 19th and early 20th centuries. The collection of historic structures at the intersection with Maddox Road illustrates the development of the inland community of Bushwood during the early 20th century.

Historical Narrative

Bushwood Road probably originated as a route leading from "Bushwood," Robert Slye's plantation on Bushwood Cove, to points inland. Bushwood plantation dates to the 1650s, when Thomas Gerard transferred at least 1,000 acres of land to the north and east of Bushwood Cove to his daughter Susannah and his son-in-law Robert Slye. The exact location of the earliest house at Bushwood is unknown, but it likely stood near the Wicomico River. A 1652 indenture referred to "the main Road that leads from Bushwood to the head of Clemen[t]s Bay" and identifies a bridge where the road crossed Tomakokin Creek.¹ This road may encompass all or part of Bushwood Road; it is roughly consistent with the road's path, though the current road no longer extends to the head of Clement Bay.

In the 17th and 18th centuries, the waterways of St. Mary's County served as the area's primary transportation arteries. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. As a justice and member of the colonial assembly in the 1650s and 1660s, Slye regularly traveled to the colonial capital at St. Mary's City. Slye was a merchant as well as a planter, and early roads through the plantation likely led to a plantation wharf on the Wicomico River. In addition, fellow colonists would have traveled to his plantation to buy and sell goods. Ships that docked at the wharf carried the county's tobacco to overseas markets and brought consumer goods and laborers from England and its colonies.

¹ Indenture, 17 April 1752, in *Provincial Court Land Records, 1749-1756*, Volume 701, p. 252, Archives of Maryland Online.

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By the early 18th century, there were at least two major residences in the vicinity of Bushwood Road: Ocean Hall (MIHP #SM-111) and Bushwood Manor (MIHP #SM-110), which stood at the southwest corner of Bushwood Road and Maddox Road until it was destroyed by fire in 1934. In the 18th century, Bushwood Road would have connected the occupants of Bushwood Manor and Ocean Hall to inland churches and to the county seat at Leonardtown. During this time, the plantation wharf at Bushwood may have been eclipsed by Llewellen's wharf to the south, which by 1794 was the site of one of a handful of government-approved tobacco warehouses and inspection points.

The 1802 St. Mary's County road book included a reference to "the new Road running between the lands of Messrs. Blakistone, Plowden & Blair." The notation was appended to the summary of roads in the second road division in Lower Saint Clement's Hundred. It was probably added after 1831, when William Blair constructed Blair's Purchase (MIHP# SM-125) on the south side of Bushwood Road, on land purchased from William Plowden, who acquired Bushwood Manor in 1804. By this time, Ocean Hall was in the possession of the Blakistone family.

The orientation of Blair's Purchase reflected the growing importance of roads and Bushwood Road in particular; whereas many colonial houses faced waterways, William Blair's 1831 house faced the road. During the early 19th century, road use in St. Mary's County increased in tandem with the growth of local industry and mercantile activity, a rise in the number and significance of towns, and the continued proliferation of wheeled conveyances.

During the first half of the 19th century, the development of Plowden's Wharf near Ocean Hall fueled the development of Bushwood Road. Since local farmers continued to rely on waterways for both importing manufactured goods and exporting staple crops, roads to wharves remained prominent components of the county's transportation network. In the late 1850s, local residents petitioned the County Commissioners to open a public road from Sacred Heart Roman Catholic Church on Maddox Road, through the lands of Edmund J. Plowden (son of William H. Plowden), to Plowden's Wharf.² It is not clear from the notice whether the proposed public road refers to Bushwood Road, but the notices suggest that by the late 1850s, local residents wanted to secure overland access to the wharf.

Both Plowden's Wharf and Bushwood Road appear on Simon J. Martenet's 1865 map of St. Mary's County. During the Civil War, Edmund Plowden rented the wharf to the Union Army for use as a port and supply depot.

Although steamboats began operating along the Potomac River in the late 1820s, Plowden's Wharf likely did not become a steamboat landing until during or after the Civil War. The expansion of steamboat lines from Baltimore to the rivers of St. Mary's County kept the county's economy and road networks oriented towards the water. After the Civil War, the number and frequency of steamboats making runs along the Potomac and the Patuxent grew, and steamboat landings on both the northern and southern shores in St. Mary's County multiplied. The steamboat landings became gathering places for local residents, who went to the wharves not only to transport goods for sale in Baltimore and to meet passengers but also to enjoy the spectacle of a steamboat's arrival. By the 1890s and perhaps earlier, steamboats were making regular stops at Plowden's Wharf.

The steamboat traffic along the rivers of St. Mary's County, combined with the growth of the oyster industry, spurred the development of roads and communities around landings such as Plowden's Wharf. In the decades following the Civil War, a small community emerged around Plowden's Wharf; maps from the late 19th and early 20th centuries identify this community as Bushwood. By the 1910s, this bustling riverside community included several commercial establishments, including a tomato cannery, two oyster shucking houses, a store, and Blakistone's Ice Cream Parlor. Bushwood's commercial buildings have been demolished, but the Dean House (MIHP#SM-650) and a few other historic buildings remain to illustrate what was once a thriving village.

² *St. Mary's Beacon*, 16 September 1858, 28 October 1858, 31 March 1859.

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Although local residents relied upon the steamboats for travel and transportation out of the county, roads were the primary means of local travel. Between 1892 and 1900, the road networks surrounding Bushwood Road developed with the extension of Maddox Road north from Bushwood Road; as a result, Bushwood Road connected to a road that led from the town of Chaptico to the resorts at Colton's Point. This development may have influenced Richard Ellis's decision in 1907 to erect a residence and post office at the intersection of Bushwood Road and Maddox Road. The mail arrived by steamboat at Plowden's Wharf, and the establishment of this post office meant that inland residents could retrieve mail without having to travel down to the wharf itself. This structure and a steam-powered grist mill that Ellis built circa 1910 formed the nucleus of an inland community that assumed the name Bushwood. As the inland Bushwood developed, the community near the wharf came to be known as Blakistone, and the wharf itself became known as Bushwood Wharf.

The establishment of the inland post office likely reduced traffic along Bushwood Road. However, the demise of the steamboats had a far greater impact on the development of the road. In 1932, regular steamboat service on the rivers of St. Mary's County ceased, as steamboat lines could not successfully compete with trucks and buses. Between the 1910s and 1930s, many of the roads in St. Mary's County were improved and surfaced, but Bushwood Road remained an unimproved dirt road in 1939. Without the steamboats, far fewer people had reason to travel along Bushwood Road to its terminus on the Wicomico River; thus, the road was a low priority for improvement. By 1939, Bushwood Wharf Road (Route 239) was a bituminous-surfaced state road, and by 1959, it was paved. It overlapped the historic Bushwood Road west of the intersection of the two roads, making Bushwood Wharf Road the primary route to the wharf. In contrast, the older Bushwood Road received a bituminous surface coating between 1939 and 1959 and was not paved until after 1976.

9. Major Bibliographical References

Inventory No. SM-909

See continuation sheet.

10. Geographical Data

Acreage of surveyed property	<u>approx. 4.2 acres</u>	
Acreage of historical setting	<u>approx. 290 acres</u>	
Quadrangle name	<u>Rock Point</u>	Quadrangle scale: <u>1:24,000 (7.5 minute)</u>

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian, and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

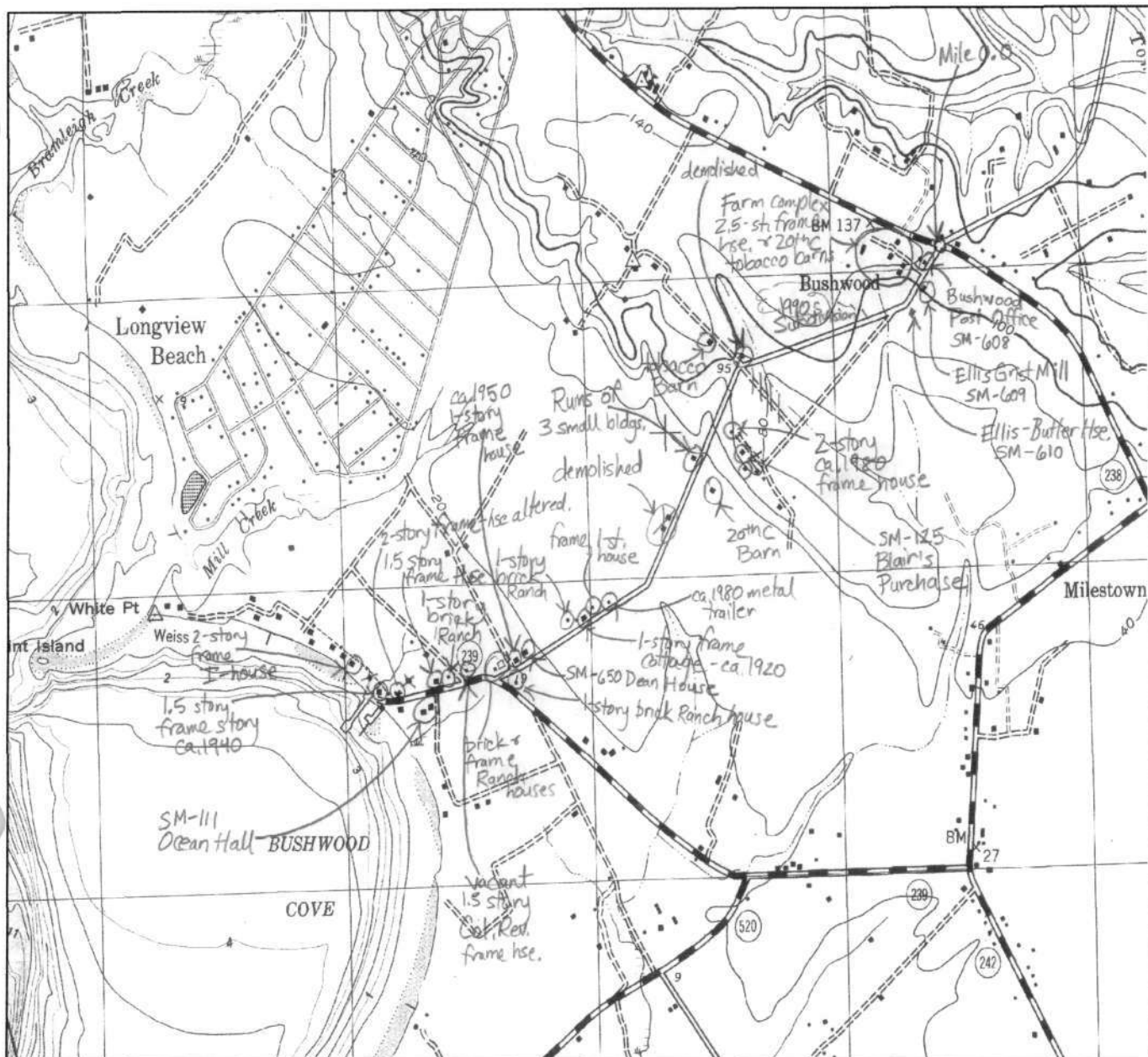
Inventory No. SM-909

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Major Bibliographical References

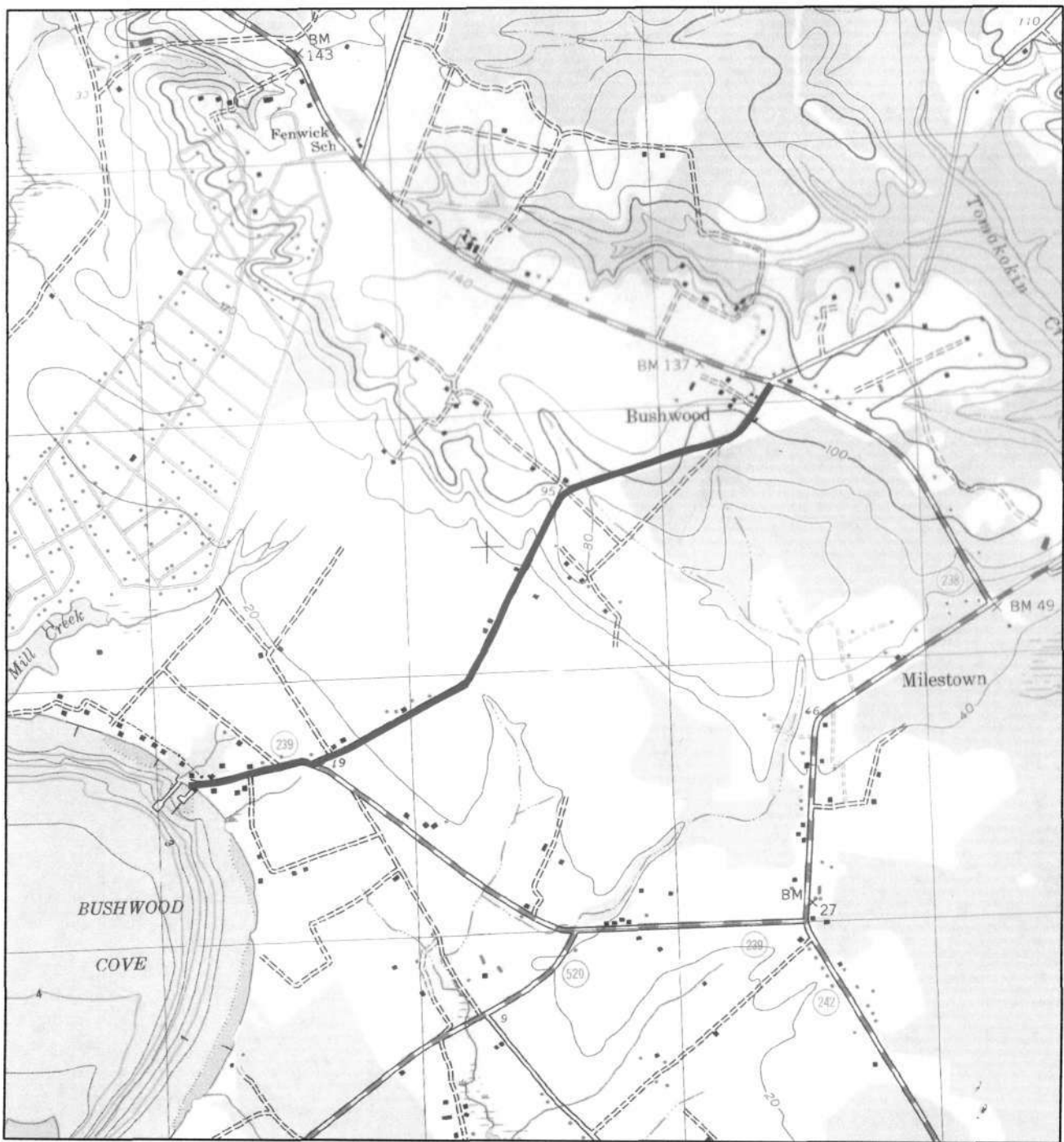
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- . "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.
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- St. Mary's Beacon*, 1852-1890.



SM-909 Bushwood Road
Bushwood vic.
St. Mary's County, MD
Resource Sketch Map
Not to scale



Source: USGS "Rock Point" Quadrangle Map 1943 (photorevised 1974, bathymetry added 1982)



SM-909 Bushwood Road
Bushwood vic.
St. Mary's County, MD
Location Map
Scale 1:24,000



Source: USGS "Rock Point"
Quadrangle Map
1943 (photorevised 1974)



SM-909

Bushwood Road

Bushwood vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



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Bushwood Road

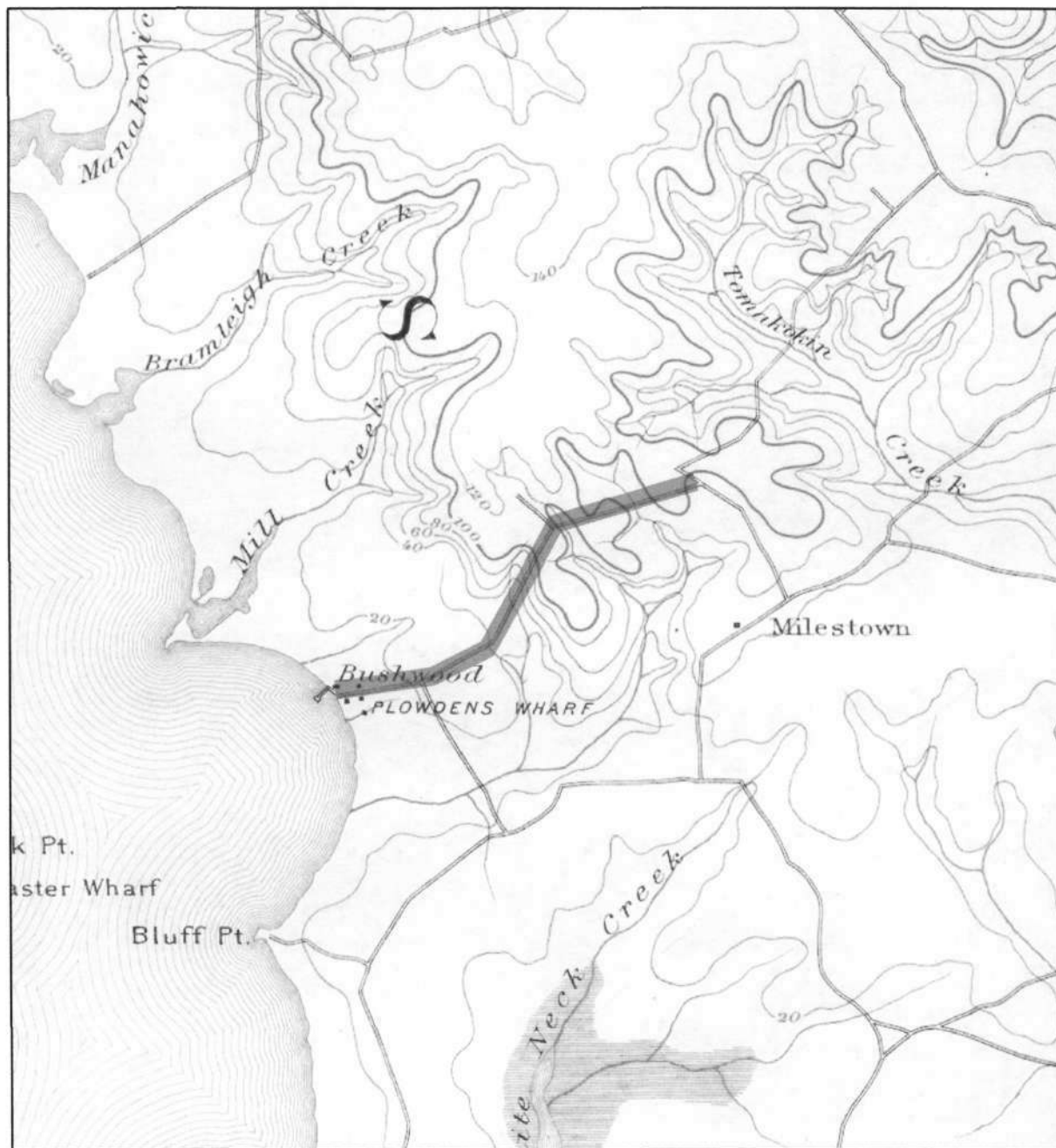
Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Martenet's Map of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War, 1865. Available at Maryland Room, University of Maryland-College Park. The location of Bushwood Road is highlighted.



SM-909

Bushwood Road

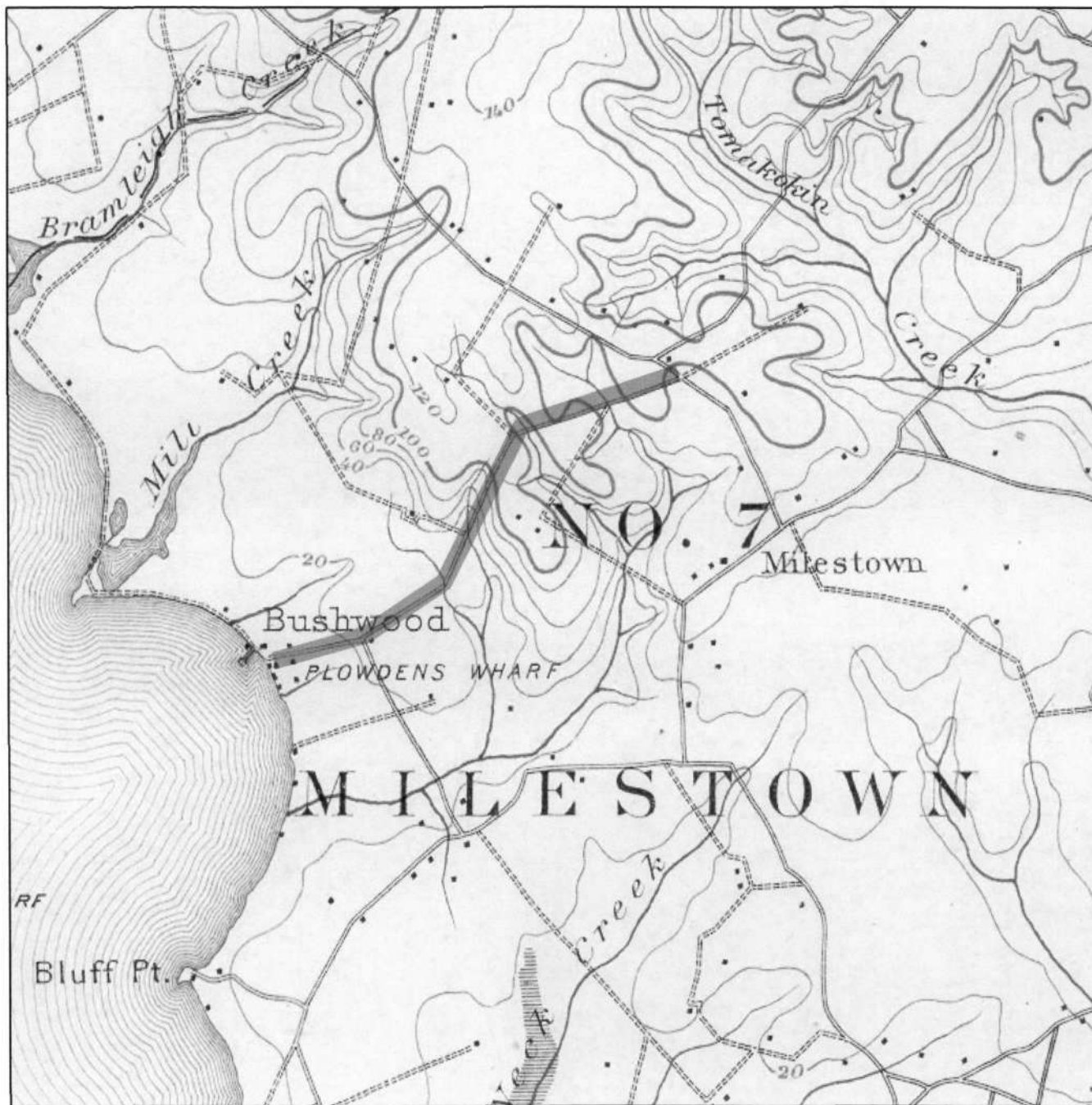
Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, *Wicomico*,
MD Quadrangle (15 Minute
Series), 1892. Maptech
Historical Topographical Maps.
The location of Bushwood Road
is highlighted.



SM-909

Bushwood Road

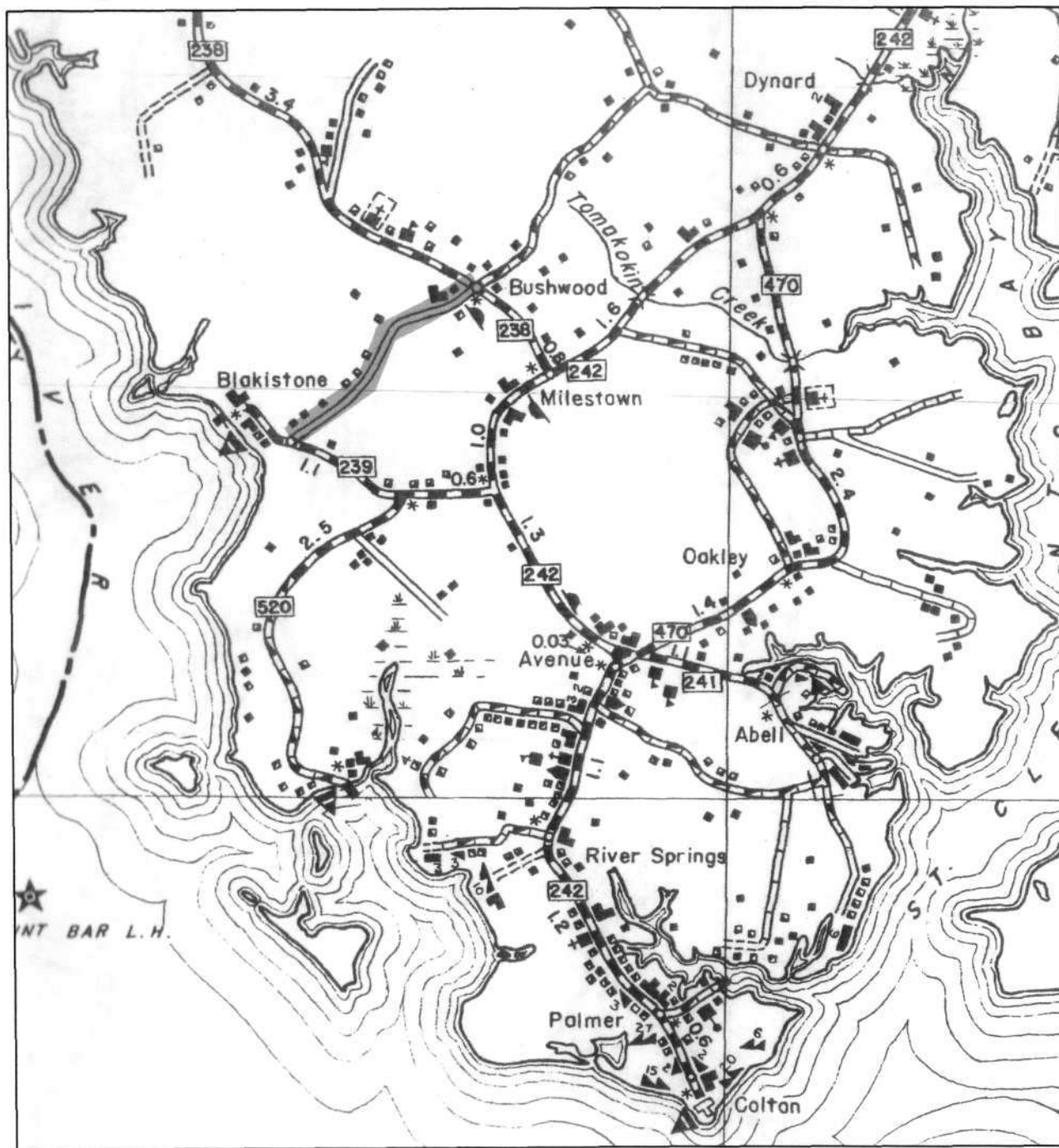
Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, *Wicomico*,
MD Quadrangle (15 Minute
Series), 1902. Maptech
Historical Topographical Maps.
The location of Bushwood Road
is highlighted.



SM-909

Bushwood Road

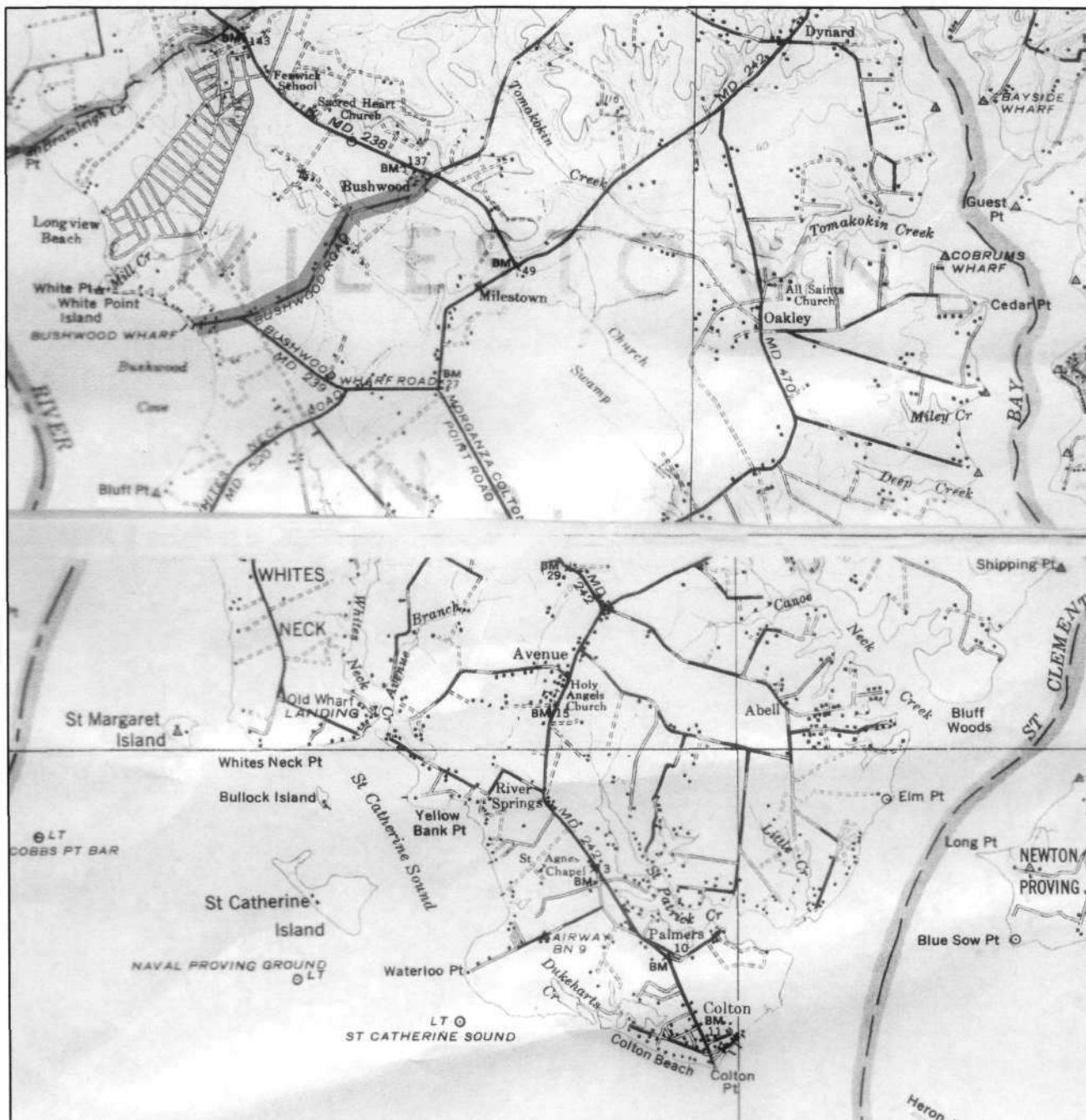
Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland*, 1937; revised
1939. The location of Bushwood
Road is highlighted.



SM-909

Bushwood Road

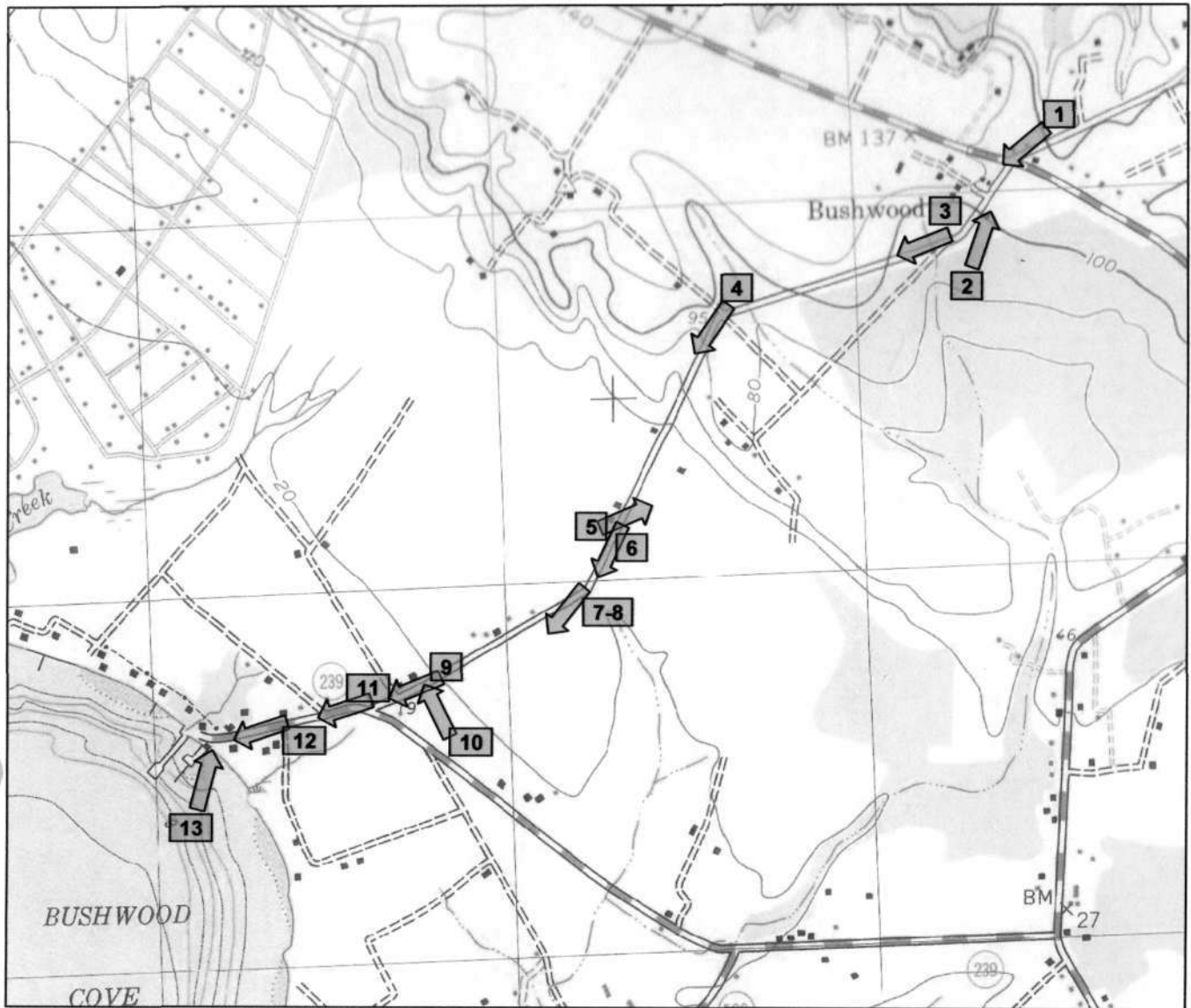
Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of State of Maryland.
Department of Geology, Mines,
and Water Resources. *Map of
St. Mary's County Showing the
Topographical and Election
Districts, 1959.* The location of
Bushwood Road is highlighted.



SM-909 Bushwood Road
 Bushwood vic.
 St. Mary's County, MD
 Photo Location Key

Not to scale



Source: USGS "Rock Point" Quadrangle Map
 1943 (photorevised 1974, bathymetry added
 1982)



Mile 0, looking southwest; Bushwood P.O. on right; Ellis Grist Mill on left in distance (SM-608 and SM-609) 1 of 13



Mile 0.1, looking northeast; Ellis Tenant House and Ellis Grist mill on right; Bushwood P.O. on left (SM-610, 609, 608) 2 of 13



Mile 0.2, looking southwest
3 of 13



Mile 0.5, looking southwest down slope from upland to coastal lowlands
4 of 13



Mile 0.9, looking east from roadway toward Blair's Purchase (SM-125)
5 of 13



Mile 1.0, looking south
6 of 13



Mile 1.1, looking south towards Bushwood Cove (Wicomico River)
7 of 13



Mile 1.1, Detail of view south toward Bushwood Cove
8 of 13



Mile 1.4, looking southwest to intersection with Bushwood Wharf Road (Route 239)
9 of 13



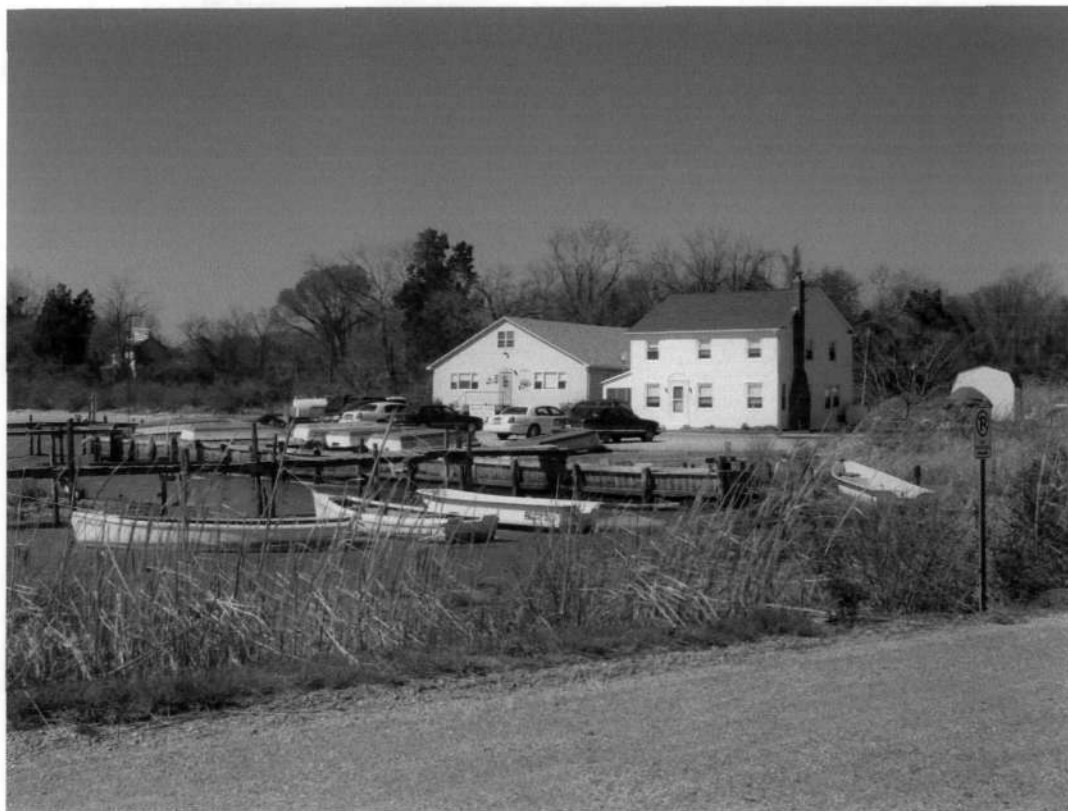
Mile 1.4, SM-650, Dean House on north side of road
10 of 13



Mile 1.5, looking southwest toward terminus at former Bushwood Wharf; Ocean Hall at left in distance (SM-111) 11 of 13



Mile 1.75, looking west to Bushwood Cove and road's terminus
12 of 13



View from boat ramp at terminus northeast to store and residence; once part of Bushwood Wharf 13 of 13